INTERCOM
WILLIAM J. HUGHES TECHNICAL CENTER
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ADMINISTRATOR GARVEY CONGRATULATES THE TECH CENTER ON ITS EXCELLENCE

In the crush of day-to-day business and the stresses of daily life, we often forget to thank those who are working behind the scenes, ensuring the agency fulfills its mission and surpasses its performance goals. Well, I want to remedy that oversight and publicly recognize some of the hardest working employees at the FAA – the men and women at the William J. Hughes Technical Center.

I've been to the Tech Center quite a few times this year and every time I visit I'm impressed by the friendly and energetic employees and the fact that you seem to enjoy being at work, no matter how onerous the tasks you are assigned. It's obvious from your ongoing accomplishments that you are hard working and dedicated to your jobs. But what makes the biggest impression on me when I visit is your sense of camaraderie, the feeling of teamwork and family. Your ability to put each and every visitor at ease is an attribute not many organizations possess.

I'm not the only one who recognizes how special your organization really is. This has been an amazing year for the Tech Center, with its employees receiving numerous and much deserved accolades and awards. I know the Tech Center recently held its 22nd Annual Technical Center Awards for Achievement and Excellence. The number of nominees for those awards, as well as for Technology Transfer Awards, ARA awards, Environmental Excellence Awards, White House Closing the Circle Awards, Model Work Environment Awards, and the Administrator's Award for Excellence in EEO, Affirmative Employment, and Diversity, only goes to show that you are the best at what you do.

Congratulations on all of your successes!

— Jane F. Garvey

FEATURED IN THIS SPECIAL ISSUE OF *INTERCOM*

THE 22ND ANNUAL TECHNICAL CENTER AWARDS FOR ACHIEVEMENT AND EXCELLENCE

The nominees, selectees, the photos, the dedication ceremony

AMBASSADOR WILLIAM J. HUGHES VISITS THE CENTER FOR DEDICATION OF THE WALL OF FAME

On July 21, Anne Harlan formally dedicated the Tech Center's Wall of Fame, honoring William J. Hughes. During the ceremony, Anne remarked that "we are here today to again pay tribute to Ambassador William J. Hughes, a man that has continually been a staunch supporter of this facility." With Ambassador Hughes and his wife, Nancy, in attendance, Anne highlighted the Ambassador's work on behalf of the Tech Center. His support over the years included:

• In 1975, lobbying to keep the Center in South Jersey;

• In 1976, working to obtain approval for $50 million to construct the new T&A Building;

• In 1978, coordinating the presence of President Jimmy Carter at the groundbreaking ceremony for the T&A building;

• In 1980, showing his ongoing support by attending the dedication of the new building; and

• In 1996, attending the re-dedication of the Tech Center in his honor.

Anne unveiled the Wall of Fame, saying to the Ambassador that this is "to show our appreciation for all of your support." The Wall contains Hughes picture mounted between two FAA insignia above an awards case.

After the unveiling, Ambassador Hughes remarked that "this touches our hearts. We're so proud of what you have done here, and we expect bigger and better things in the future."

22ND ANNUAL TECHNICAL CENTER AWARDS FOR ACHIEVEMENT AND EXCELLENCE

Last month marked yet again, another exciting ceremony to honor the dedicated and hard working Tech Center employees. That's right, the 22nd Annual Technical Center Awards for Achievement and Excellence held July 21st are now over, the judges votes have been tallied, and all nominees are still being congratulated by coworkers.

The theme this year was truly out-of-this-world -- "Space Trip to Planet Memory." This planetary theme proved to be a fun way to celebrate the astounding achievements of all Tech Center employees.

On the big day, the auditorium was packed with anxious nominees and supportive coworkers, patiently waiting for each category's selectee to be announced. U.S. Ambassador to Panama, William J. Hughes, his wife Nancy, Egg Harbor City Mayor James McGeary, Absecon Mayor Katherine Styles, Pleasantville Mayor Ralph Peterson, Atlantic County Executive Richard E. Squires, Dennis DeGaetano ARA-2, as well as other friends and family members also attended the ceremony. In addition, there was strong representation from the alien world -- aliens of all sizes and shapes, including Star War's newest villain, Darth Maul, at the ceremony.

The event, staged by **Maggie D'Ambra** (ACT-9) and a skilled team of planners, was truly a family affair. Children of Tech Center employees played the littlest aliens, Maggie's daughter, Margaret, sang the National Anthem and provided entertainment during a short break in the ceremony.

The ceremony began with astronaut **Bruce Singer** disembarking from his space shuttle on Planet Memory to ask directions to the awards ceremony. After a "scary" encounter with aliens, Bruce finally made it home to the Center for the big event. Upon landing, he was treated to a rousing rendition of "Happy Birthday" by the audience. He apologized for being a bit late, explaining that "John Glen was driving [the shuttle] and for the last 100,000 miles he was doing 35 miles per hour."

Anne Harlan greeted all of the nominees, singing their praises and thanking them for making their jobs easy. As Anne was overheard saying, "I couldn't find a better team anywhere else. The Tech Center family makes me look good, makes the FAA look good, and reaffirms my belief that the Tech Center is the best place to work in all of FAA. I can't think of any other place I'd rather be."

The ceremony proceeded flawlessly except for **Rosanne Weiss**' (AAR-420) overview of the nomination process. Shortly after she began her explanation, aliens whisked her off the stage, shortening a threatened long dissertation on the process.

M.C.'s **Dave Fabry** (AAR-530) and **Jay Repko** (ACT-434) announced the winners . . .

Publication of the Year

Mary Lee A. Cale, ACT-250
Michael M. Paglione, ACT-250
Dominic R. Timoteo, ACT-250

Field Support

Howard G. Wilson, AOS-320
Steven D. Craig, AOS-320

Administrative Support

Karen E. Cicatiello, ACT-70

Model Work Environment

Stacie D. Graves, AAR-421
Dorothy M. McGehean, AOS-400
Michele Tennant-Marcucci, AOS 530
Laurel P. Wittman, ACT-51A
Patricia T. McKernan, AOS-530
Carol G. White, AOS-600
Christine M. Gerhardt-Falk, ACT-520
Soncere R. Whitecloud, AOS-540
Teri A. Lowe, ACT-200
Beverly B. Hite, ACT-421
Nancy E. Matthews, ACT-4
Karen J. L. Rivera, ACT-31
Catherine A. Bigelow, AAR-431
Valerie Michele Lawhorn, ACT-240
Nancy Davenport-Masi, ACT-600

Intern of the Year

Peilin Zhange, AAR-431

NAFEC Association Volunteer of the Year Award

Cathy Jaggard

Team Achievement

Gary Frings, AAR-431
Robert J. McGuire, AAR-431
Tong V. Vu, AAR-431
Allan Abramowitz, AAR-431
Phillip A. Ingraham, AAR-431

Secretary of the Year

Kathleen A. Fleming, ACT-30

Community Outreach

Carleen Genna-Stoltzfus, ACT-70

Leadership

Thomas F. Dehel, ACT-360

Innovator

Robert Thomas Chamberlain, AAR-520
Susan F. Hallowell, AAR-520

Employee of the Year

Adam R. Dibartolo, ACT-240

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Technical Support Award

Angela L. Lewis, ACT-230

Supporting Services-ACT-422

Patricia M. Champagne, Barbara Blackman, Carol B. Brook, Val G. Reighard, Gloria I. Graham, Charlotte A. Hoskins, Virgie L. Jone, Vincent Mazza, Rosie P. McGriff, Robert J. Morgan, Barbara A. Ross, Bobby D. Nichols, Patricia E. Moore, Gladys M. Bradbury

Technical Program

James T Riley, AAR-421

Director's Award

Holly J. Baker, ACT-3
James C. White, AAR-411

Friend of the Center

Gerald E. Lavey, AOA-3

Joshua Wagner

Winner of Bicycle Parade Contest

The Tech Center Awards...

truly "Out of this World"

HEADQUARTERS HEADLINES

FAA to Improve Data Sharing Programs. On July 26, as part of its focused Safer Skies agenda effort to enhance safety, the FAA moved to encourage the flow of more safety and security data to the FAA by proposing to protect voluntarily provided information from disclosure. The information that will be shared with the FAA potentially could prevent incidents and accidents. Information now available to the public under the Freedom of Information Act (FOIA), such as accident and incident reports, and inspection and enforcement records, will continue to be released to the public. The Notice of Proposed Rulemaking (NPRM) issued today aims to encourage datasharing programs such as Flight Operations Quality Assurance (FOQA) which use state-of-the-art flight data recorder technology to collect and analyze data on routine flights. Airlines can collect data about everyday safety trends in their operations and share it with FAA. The agency would then use the data to identify industry-wide safety trends, allowing the FAA to more effectively target resources and correct potential safety problems. While some airlines already have internal data collection programs that identify safety trends, this rule will allow FAA to collect sufficient data to develop a much broader view of airline safety. The public comment period is 60 days from publication in the Federal Register.

FAA and Industry Bring Data Link Services to the Cockpit. On July 30, the FAA announced that it was partnering with industry to improve the availability of weather and other airspace information for pilots to enhance flight safety. The FAA, NavRadio Corp. of Golden, CO, and ARNAV Systems, Inc. of Puyallup, WA, have teamed to enable the general aviation community to obtain Flight Information Services via Data Link. This service will allow pilots to receive displays of text and graphical weather, special use airspace information and notices to airmen directly in the cockpit. These data link services will complement voice communications between the aircraft and the air traffic controller. Currently, information pilots receive in the cockpit is provided primarily through voice radio communications by air traffic controllers and flight service stations. The new digital transmissions will allow pilots to more efficiently anticipate, plan and request changes to their flight plans. Since hazardous weather is a leading factor in aviation accidents, access to up-to-date weather information will help pilots make more informed decisions. In general aviation, more than 100 fatalities per year are a result of hazardous weather conditions. A key strategy to reducing weather-related accidents is to have timely data link weather information available to the pilot in the cockpit. Initial operating capability is planned within six months with Alaska as the first site. The full national deployment schedule will occur within the following year. Users will need to equip with a VHF data radio and a color multi-function display to receive the information. The displays are available today and certified radio systems will be available early next year.

This agreement is unique because it will be accomplished entirely through private investment. Users will receive basic text flight information at no cost through the industry-provided ground infrastructure. Industry will profit by providing value-added products such as color graphic weather radar images and graphical maps of the Meteorological Aviation Report surface observations. A fee will be charged for the value-added products based on user demand.

Key Agency Financial Positions Filled. On August 4, Administrator Jane F. Garvey announced today the appointment of three key officials to manage the agency's financial resources. Donna R. McLean is the new assistant administrator for financial services, John F. Hennigan the deputy assistant administrator for financial services, and Brian Riley the director of the Office of Budget. Since February 1993, McLean served as a professional staff member in the House of Representatives, Transportation and Infrastructure Committee Subcommittee on Aviation. While serving on the congressional panel, McLean was responsible for drafting legislation and monitoring a variety of aviation issues, including the FAA budget, modernization of the air traffic control system, reauthorization of the agency, and FAA's efforts to resolve year 2000 computer problems. During this period, McLean also served as a professional staff member to the National Civil Aviation Review Commission in 1997.

Prior to accepting this new position, Hennigan served as deputy director of the FAA Office of Aviation Policy and Plans since January 1991. There he worked on a range of policy and management issues including FAA financial reform efforts, reauthorization legislation, aviation taxes and charges, and economic aspects of aircraft noise and emissions policy. During this period in the policy office, Hennigan was detailed to staff assignments with Vice President Gore's National Partnership for Reinventing Government, The National Civil Aviation Review Commission, and The White House Commission on Safety and Security.

From April 1992 to 1994, Riley served as a federal legislative officer for the Maryland Department of Transportation Office of the Secretary. There, his aviation work included responsibility for representing state airports and the Port of Baltimore. Prior to his work for Maryland, he served in various capacities for Sen. Connie Mack, R-Fla., where he focused on transportation, budget, finance, business, industry affairs, commerce, space transportation, science, and technology issues. Riley earned a bachelor of science degree in history and political science in 1988 at The American University.

FAA to Order Insulation Replacement on Select Aircraft. On August 11, to reduce the risk of the spread of fire aboard aircraft, Administrator Garvey ordered operators of 699 aircraft to replace insulation blankets covered with metalized Mylar within four years. The FAA is also strongly encouraging operators to accomplish the insulation replacement during the earliest practical maintenance check. The announcement follows eight months of extensive testing in support of the development of a new test stan-

Continued on next page

dard for aircraft insulation. The FAA is going beyond the current, acceptable level of safety and is proposing an even higher standard for testing insulation on all new aircraft. The new test standard was developed by the FAA with input from world-renowned fire experts. The agency plans to issue a proposal for all new aircraft later this year.

While other insulation materials in the current U.S. fleet are safe, tests show that metalized Mylar falls far below the new test standard. The proposed Airworthiness Directives (ADs) would affect DC-10, MD-11, MD-80, MD-88, and MD-90 aircraft. They will require operators to remove metalized Mylar-covered insulation. Replacement materials must meet the FAA's new proposed flame propagation standard that is based on the American Society for Testing and Materials (ASTM) standard for flammability. Materials such as polyimide, certain polyvinylfluorides and certain fluoropolymer composites have been shown to be capable of meeting the ASTM test.

Flammability tests were conducted at the FAA's Tech Center. Working with input from aviation experts around the world, the FAA replicated how different insulation materials behave in simulated fire situations. Using the new standard, FAA scientists measured a material's ability to prevent or contain the spread of fire. Metalized Mylar fell short of an acceptable safety level and far below the new standard. It ignites much more easily than other materials and can spread fire because its properties are much different. The other materials performed better than originally anticipated and meet the acceptable level of safety. While these materials may not meet the new, higher standard, they do not pose a threat to aviation safety. The estimated cost to U.S. operators is approximately $255 million, $380,000 to $880,000 per airplane.

ACTERS "CLEAN UP" AT ARA AWARDS CEREMONY

On August 19, ARA held its annual awards ceremony to pay tribute to those employees who have gone above and beyond the call of duty. It is no surprise that Tech Center employees were nominated for many awards and won in several of the award categories.

ACT's DSR in Service Management Team won in the Business Excellence category. That team included: **Daniel McGovern, Luan Jones, John Young, Walter Abilla, Phillip Askins, Blair Badger, Marlene Clinkscale, Vincent Delguercio, David Dotsey, Gary Jones, Tracy Madonna, Patti Dee McNeil, Tauheedah Muniir-Ali, Shellie Price, Joyce Robertson, Merkia Weathers, Carol Widerker, Thomas Ackermann, Lisa Bercher, Fred Breen, Vanessa Lovelace, Sheila Mathis, Steve Oliver, David Pew, Larry Weisman,** and **Dimitrious Arhontoulis**.

Several ACTers also won in the Business Excellence category as part of the ARA Human Capital Management Initiatives Team. That team included: Julie Deloria, Candis Travers, Gloria Snowden, Mike Packard, Noreen Maloof, Christal Wooten, Craig Berry, Steve Pauley, **Al Oswald** (ACT-31), Judy Bain, Brenda Canoles, Bobbie Catterton, Lois Conrader, **Patty Dollin** (ACT-10), Phil Fitzhugh, Ann Thorne, Paula Wade, Ann Waring, Jennifer Sullivan, Peggy Glorius, Angie Williams, and Rich Turner.

ARA's Early Resolution System Mediators (ERS), which included ACT employees, also won in the Business Excellence category. Team members included: Jacqueline Herbert, Camella Vacarella, Sue Handy, Rick Richardson, Sandra Hershey, **Vienna Drago** (ACT-500), **Cheryl Wilkes** (ACT-9), Angela Morris, Norma Saafir, Ronald Payne, **Alan Cannizzaro** (ACT-10), and **Leona Wilkes** (ACT-10).

The Airworthiness Assurance Center of Excellence (COE) Team from AAR-400 won in the Efficiency of the NAS category. That team included **Thomas O'Brien**, **John Fabry**, **Catherine Bigelow**, **Patricia Watts**, **Bill Wall**, **Ron Lofaro**, **Mike McLain**, **David Nesterock**, Terry Kraus, **William Sheehan** (ACT-7), **AnnMarie Ternay** (ACT-50), and **Arlene Primo** (ACT-50).

ACT/AAR teams received several awards in the Safety/Security category, including AAR-400's Crashworthiness Research Program Team. **Gary Frings**, **Robert McGuire**, **Tong Vu**, **Allan Abramowitz**, and **Phillip Ingraham** were recognized for their outstanding efforts in conducting crash tests using the in-house facilities at the Tech Center.

Tom Chamberlain and **Bill Curby** (AAR-500) also won in the Safety/Security category for the Characterization of a New Terrorist Explosive (TATP). A compound known as triacetone triperoxide (TATP) has begun to appear as a weapon of mass destruction, particularly in the Middle East. Dr. Chamberlain (AAR-500) won a second Safety/Security award for establishing a Trace Personnel Standard - Dry Transfer Method.

The Human Factors in System Acquisitions Team of **Vickie Alhstrom** (ACT-500), **Ken Allendoerfer** (ACT-500), Diane Ford, Glen Hewitt, Paul Krois, **Michael McAnulty** (ACT-500), Tom McCloy, **Richard Mogford** (ACT-500), Chuck Overbey, Dino Piccione, Alan Poston, Mark Rodgers, Carolyn Williams, **Tanya Yuditsky** (ACT-500), Lawrence Cole, Mitchell Grossberg, and Arthur Politano also received recognition in the Safety/Security category.

In addition, ACT's NAS Level Y2K End-To-End Test Program also received recognition in the Safety/Security category. That team included: **Ricardo Astillero**, **Cheryl White**, **Adam Greco**, **Dan Warburton**, **Bobby Nichols**, **Angela Lewis**, **Ed Makuch**, **Daniel Haubrich**, and **Walter Woerner**.

KARA NEWTON REALIZES DREAM

From left to right, Bob Testa, Mary Rozia Wilkes, Kara Newton, and Adam Greco.

Kara Newton has been an Air Traffic Assistant at the Tech Center since 1989. In 1991 she decided that she wanted to become an Air Traffic Controller. Kara attended Beaver County Community College from August, 1995 to May 1997 where she earned her degree in Air Traffic Control and obtained her private pilots license while on a leave of absence from her job.

On the week of August 1, 1999, Kara's dream became a reality when she was offered a position as an Air Traffic Controller at Atlantic City Air Traffic Control Tower. Kara's appointment is the culmination of her hard work, perseverance, and support and cooperation she received from her family and coworkers in the NAS Simulation Branch (ACT-510).

Kara is the daughter of **Richard Newton** (ACT-600), and **Joyce Newton**, who recently retired from the Technical Center.

PROCESS IMPROVEMENT ON THE MOVE

Last December, Contracts Division Manager, **Mike Latyn** (ACT-50) was tasked to take part in the Tech Center's process improvement goal. This goal requires affected organizations to be appraised at a capability level 2 against the FAA's Integrated Capability Maturity Model (FAA-iCMM) in four process areas -- Transition, System Test and Evaluation, Configuration Management, and Contract Management, by the end of the fiscal year.

ACT-50 staff member **Melissa French-Gates** took the lead in the effort and went to work determined to excel. With support from Mike and Branch Manager **Deborah Germak**, Melissa put together a small, active, and dedicated process action team (PAT) comprised of contract management subject matter experts **Janet Currey**, **Grace Kelly**, and **Pete Castellano**. Between December and February, working sometimes through lunch hours and on their own time, they documented ACT-50 processes, sent them out for initial review, incorporated comments, performed a "gap analysis," and sent the processes out for final review.

Standing from left to right, Mike Latyn, Grace Kelly, and Pete Castellano. Sitting from left to right, Melissa French-Gates and Janet Currey.

Their work resulted in a well-defined process document mapped to the FAA-iCMM, agreed to by their peers, and placed in the Tech Center process asset library (PAL). "We are very proud of our product," Melissa said. "We started out feeling like we were behind the eight-ball, maybe that's why we worked so hard to get it done."

The team agrees that the documented contracts management process is very valuable. "When we first started," Melissa explained, "we had questions about why we needed to define our process when the FAA has just adopted the Acquisition Management System that did away with many of the procedures which had been in place under the FAR. But," she said, "we soon realized that having overall guidance at a high level of how we do acquisition and having it written down is very important, especially when you consider turnover of employees, improvement to existing processes, and historical aspects."

PAT member Janet Currey who has responsibility for credit card payment further explains, "credit cards are an invisible process around here. The job gets done but

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"The documented contracts management process is very valuable"

I could have 50 invoices on my desk at one time with no mechanism in place to tell the team leader how many we are working on. Now we have a process so we can tell team leaders. They realize what has to be done and have a tool for managing the process so they can make better decisions about the work load."

The PAT also feels a great sense of accomplishment in having received buy-in on the documented process from the rest of the contract management team. "People in contracts management are a very independent group of people," Melissa explains, "but we all came to agreement in regard to our process. When we started we never thought we could do it, but we did."

ACT-50 has also completed two process familiarization sessions with their own team members and the COTRs from across the Center who are part of the ACT-50 process. "Those who attended the two-hour session seemed to be really happy to know what the processes are and where they are documented so they can have access to them. They even received a certificate," said Melissa, who led the workshop.

As for the next step explains Grace Kelly, "our Division Manager Mike Latyn and Branch Manager Deborah Germak will be leading the way to see that there is management to the generic practices that ensure level 2 compliance in contract management."

INTRODUCING THE WJHTC PAL

The Tech Center iCMM Process Asset Library (PAL) is now on-line. Content is just beginning to come in, but the on-line PAL will let you see how the various ACT organizations are responding to the FAA iCMM Level 2 challenge of defining what they do, and how they do it.

PAL will serve as a permanent written knowledge-base for all ACT organizations. This will provide a permanent organizational history for all employees. In addition, when a summer intern, someone on detail, or a new full-time employee comes on board, the PAL gives you a way quickly to bring them up to speed on how to get things done. Having your process documents in the PAL directly supports the FAA-iCMM Level 2 goals of consistency and repeatability. It also shows your customers and the world at large that your organization is ready for the future.

The PAL will eventually host all ACT process definition documents that support the implementation of FAA-iCMM at the Tech Center. Such documents will include policies, plans, processes, process metrics, and other process related documents. The PAL will not include the actual products produced through these processes and procedures. For example, you can find a description of the processes used to conduct operational test and evaluation (OT&E) on a particular system in the PAL, but you cannot find a copy of the actual test plan or test procedures used for a specific system/software drop. Think "high-level, how-to" and you get the picture of what the PAL will contain.

It's worth mentioning that the PAL homepage has "PAL Forms and Templates" you can view or download. These forms and templates are there to make the job easier and to guide the people tasked with developing an organization's process documents. And there's a link to the PAL implementation process, it provides instructions on how to submit your organization's process documents to the PAL through your designated Divisional PAL representative.

To maximize accessibility and utility, each on-line PAL document on the website is available for viewing or download in three file formats — .html, .doc, and .pdf.

So, how do you get to the PAL website? It's easy. From the Tech Center's main website at www.tc.faa.gov scroll down to the "Information" table and click on "Process Asset Library" (second entry from the bottom in the right hand column). You can also get there from the Tech Center employee Intraweb at http://intraweb.tc.faa.gov. Or, from anywhere in the world, enter the following URL in your web browser's address window, http://tcpal.tc.faa.gov, and you're ready to go.

SON OF ACTER GRADUATES FROM MERCHANT MARINE ACADEMY

Brian Michael Page, son of **Richard Page** (ACT-250) and his wife Janice, graduated from the United States Merchant Marine Academy, Kings Point, NY, on June 21, 1999. A graduate of Mainland Regional High School, he received a Bachelor of Science Degree in Marine Transportation, a United States Coast Guard Third Mate license, unlimited tonnage vessels, and a commission as an Ensign in the United States Naval Reserve.

Nominated to the academy by the Honorable William J. Hughes, Brian lettered in basketball, soccer and rugby while at the school. He will sail on United States merchant vessels for the next couple of years before furthering his education.

Brian's dad, Richard, is the manager of the Traffic Flow Management/R&D Branch at the Tech Center.

Congratulations to the Page family and Brian's achievement!

WHO IS THIS ACT MANAGER???

Number of years in Gov't: *33.25 but who's counting.*

What's the best thing about your job? *Responsible for keeping the NAS (Enroute Automation) operational. Gives me a real sense of doing something important and performing a critical function for the FAA.*

The worst? *I am responsible for keeping the NAS (Enroute Automation) operational. Often my division and I are in a pressure or political sensitive situation.*

Why do you like working at the Tech Center? *I like the South Jersey area, the limited traffic to commute to work (after living in NYC and Long Island), the "country atmosphere," the friendly work environment, the "stovepipe"type management disappearing, the various organizations willing to support each other in the interest of the FAA irregardless of the lines of business, and the type of work itself.*

Life before the Tech Center? *I was an RBDE5/ATCBI-3/RML electronic technician, a 9020 relief technician and then a System Performance Specialist at New York ARTCC.*

Smartest career move? *Leaving the NY Telephone Company (was a switchman) for the FAA government position at NY ARTCC.*

Not so smart move? *Dropping out of college to join the military (US ARMY). However this was not all bad as I was eventually assigned to a base in Nelligen Germany and I got to meet all of my uncles, aunts and cousins in Germany and now have a close relationship with my German cousins.*

Favorite vacation spot? *Turks, Caicos, and the Greecian Islands.*

Hobbies? *Gardening, auto mechanics, fixing things (can't get the technician out of my system), and bowling.*

Last book read? *Scorpion in the Sea by P.T. Deutermann.*

Magazines read? *Consumer reports and the NY Daily News and USA Today newspapers.*

Proudest Moments? *There are several. My wonderful 2 grandchildren being born and Katie (who is 10 now) getting straight A's in school and also watching her talent at the dance recital. My sister-in-law (Joanne) graduating from college and from nursing school. My wife, who also is an FAA employee, advancing to a technical lead GS-14 position after starting her career as a simmulation operator. Meeting my relatives in Germany. Also receiving the WJHTC Model Work Environment Manager of the Year award presented by Anne Harlan.*

What's your lifelong ambition? *To be known as someone who truly cares for other people, who doesn't judge people but respects them for who they are, fair to all, and totally supportive of employees growth and career advancement. I know this seems like "apple pie" but being able to help another person truly pleases me and isn't that truly what life is about anyway?*

People are always surprised to learn this about me, but . . . *I backed packed through Europe (with 7 other folks) for three weeks approximately 8 years ago and particapted in the unification of Germany celebration in Bonn. That I am 60!*

ANSWER ON PAGE 14

NATIONAL WORKSHOP ON RISK ANALYSIS AND SAFETY PERFORMANCE MEASUREMENT IN COMMERCIAL AIR TRANSPORTATION

The Risk Analysis Section (AAR-424), Sandia National Laboratories, and Rutgers University's Busch Campus in Piscataway, NJ, recently hosted the National Workshop on Risk Analysis and Safety Performance Measurement in Commercial Air Transportationin. The focus of this effort was to share philosophies, approaches, models, and methodologies. Participants discussed their approaches to risk management and safety performance measurement. Members of the commercial aviation community, academia, and federal agencies shared their system models, hazard or threat analysis techniques, accident/incident models, and vulnerability analysis approaches.

Bill Bozin, Director of Safety, Air Transport.

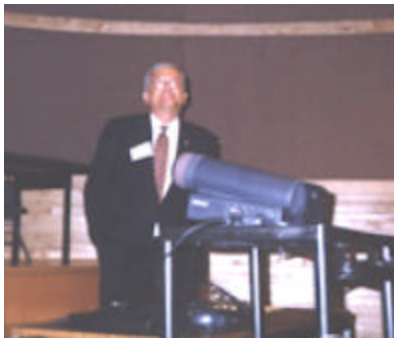
Workshop registrations came from military and civilian personeel from the U.S. but also from Canada, Bangladesh, France, Ireland, Spain, Australia, British Isles, The Netherlands, Taiwan, Sweden, Korea, and New Zealand. Speakers represented numerous airlines such as United, Delta, Continental, Northwest and Airborne Express; National Research Labs such as Sandia National Lab, Naval Research Lab, and Oak Ridge National Lab; Federal Agencies--FAA's CAMI, ICAO, and NASA Ames; and private industry--Boeing and AT&T.

In addition to the topics mentioned below, Sandia Labs personnel, in conjunction with Rutgers University personnel, presented a primer on statistical approaches to Risk Assessment. Presenters discussed and/or demonstrated the following:

from l to r; Steve Predmore, Delta Airlines; Al Baldwin, Continental Airlines; and Bob Gray, Airborne Express.

from l to r; Dr. Kathleen Diegert, Sandia Nat'l Airport; Dr. James Luxhoj, Rutgers; and AAR-424ers, Rosanne Weiss and Kathy Fazen

- Aviation Performance Measurement System (APMS) by NASA Ames and Battelle Labs,- Primarily an analytic tool for assessing flight operations incorporating FOQA data, although provision includes incorporating other data such as SDRs;
- A Markov Model for Aviation Safety Analysis by Sandia Labs: A space-state transition model operating in the Reason Organizational Model regime;
- The British Airways Safety Information System (BASIS) by Northwest Airlines;
- Maintenance Error Decision Aid (MEDA) by Boeing;
- Commercial Aviation Safety Team (CAST) Analytical Approach by the AirTransport Association;
- A Human Factors Approach to Accident Analysis and Prevention by CAMI and CAI;
- Flight Operations Risk Analysis System (FORAS) by AT&T and the Naval Research Lab;
- A User's Perspective on Risk Analysis by ICAO
- Application of Sequences to Risk Analysis by Oak Ridge National Labs.



Capt. Ed Soliday, VP of Corporate Safety, Assurance, and Security, United Airlines.

Attendees were afforded an opportunity to interact with the presenters during breaks and at a 2 hour reception held the first evening. They had many favorable comments about the workshop and were supportive of similar future workshops.

WHO IS THIS ACT MANAGER???

EDWARD SCHUMANN
AOS-300

TECHNICAL COMPUTER DATA CENTER

TECHNICAL COMPUTER DATA CENTER

The Technical Computer Data Center (TCDC), ACT-423, teamed with RICOMM Systems to re-introduce the Tech Center to the TCDC Lab and the equipment and services it provides to its customers. The TCDC is primarily a research/ development-oriented computer facility and is available to all individuals who work on a valid FAA project.

The TCDC is located on the 2nd floor of the red-brick building at Card-key 14 with access to the area at the south end of the facility near column C29. The facilities are available 24 hours a day, 5 days a week, from 8:00 a.m. Mondays to 8:30 a.m. Saturdays, with additional support arranged by request.

ACT-423 is pleased to announce the following new equipment and service enhancements available to our customers. They have recently replaced their IBM 3090-20E mainframe computer system with an IBM 9672-RA4 Generation 3 (G3) processor running the OS/390 operating system. The Generation 3 system is built to optimize mainframe efficiency through modular expandability, faster channel types, and the latest types of CMOS processors. This new computer has increased memory storage capability eightfold and provides excellent data availability. This new processor allows the TCDC to grow with the quickly changing requirements of the FAA. In addition to supporting all current hardware and software technology requirements, the new processor will provide increased performance and expandability for our customers.

The TCDC Lab has also purchased a HP Design Jet 3500CP printer to replace the Zeta 5400 plotter. This high speed inkjet printer is designed for printing high-quality, large-format color and monochrome images. The Design Jet printer has considerably reduced the processing time for NAS plotter customers, and increased the quality and efficiency of the plots. This new printer is more than capable of handling all our customer's requirements.

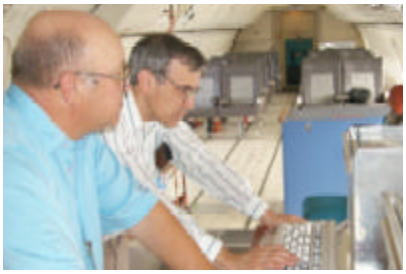
Another service available to TCDC customers is ADSM (ADSTAR Distributed Storage Manager). This is a mainframe based client/server service that provides backup/recovery management and data access support to customers in a multi-vendor environment. It provides an automated, centrally scheduled backup, recovery and archive facility for network file servers and workstations. It also gives customers the ability to maintain backups of critical server data on the 9672 G3 mainframe system without manual intervention.

In coordination with an ADSM specialist, service level agreements are established for data retention and duration. Data can be recovered to the client machines or redirected to a different client machine with ADSM's restore capabilities. This service is available to any organization's server or workstation that has access to the Tech Center backbone and has a valid TCP/IP address.

The TCDC's Tape Library Facility maintains the records, filing, and distribution of all computer tapes and is staffed during all regular scheduled hours for our customers convenience. The facility supports IBM 3480, 3490 and 3420 tapes, as well as FORTRAN, Pascal, C, and COBOL compilers. In addition, the lab also supports SPSS's statistical analysis software and CACI's Simcript II.5 modeling software.

To learn more about the Technical Computer Data Center and the services it can provide, please browse the lab's webpage and the employee Intraweb. Aditional information can be obtained from **Russ Atwood**, TCDC Team Leader, 485-6326 or **Robin Ladd**, Operations Supervisor, 485- 5770.

FIRST OHIO VALLEY ADS-B FLIGHT TESTS



Leo Wapelhorst and Tom Pagano monitor the data collection systems.

As part of the FAA's Safe Flight 21 program, Tech Center personnel recently participated in the first large-scale Automatic Dependent Surveillance Broadcast (ADS-B) flight tests co-sponsored by the FAA and Cargo Airlines Association (CAA). The test occurred in the Wilmington, OH, area on Saturday, July 10. Among the 24 aircraft flying for the test were three Tech Center aircraft: two Convair 580's and one Boeing 727. Center project personnel equipped the aircraft with ADS-B systems and customized measuring equipment.

CAA members, UPS, FedEx, and Airborne Express contributed 12 airplanes. A NASA 757, an U.S. Navy P-3 Orion, and test aircraft from avionics manufacturers Rockwell Collins, Honeywell, and UPS Aviation Technologies, as well as light aircraft, also participated. Three candidate link technologies were being evaluated for ADS-B: Mode S 1090 MHz extended squitter, Universal Access Transceiver (UAT), and Very High Frequency Digital Link Mode 4 (VDLM4). The test fleet flew more than 150 flight profiles in the day-long trials centered at Airborne Express' facility in Wilmington, OH.

front: Matt Mariani, Fred Karl, Dot Buckanin, Larry VanHoy, back; Carl Jezierski, Armando Gaetano, Kevin Fehr and John Birney

ADS-B relies on the satellite-based Global Positioning System and broadcasts aircraft positions in real time to ground stations and to receivers in aircraft. Using an aircraft's Global Positioning System sensor, ADS-B equipment sends very accurate position information, along with speed and identification data, to other similarly equipped planes and ADS-B ground receiving stations. ADS-B can capture targets at all altitudes and on the ground. Target information can be updated several times a second and broadcast to equipped aircraft and ground stations. The ground stations can receive aircraft at altitudes out to 150 nautical miles.

ADS-B technologies, (l-r) LDPU, CDTI, VDLM4, and transponder

This ADS-B operational evaluation is the first in a series planned for the next three years under the FAA's Safe Flight-21 program. The FAA expects future testing to expand into other Ohio River valley sites, including Louisville and Memphis, TN, as well as Atlantic City, NJ. Areas of Alaska also are installing equipment that will let them participate in the ADS-B evaluations. The FAA hopes ADS-B can eventually be used on a wide scale, in accordance with the agency's plans to modernize the nation's airspace. The Safe Flight 21 program is a three-year joint government/industry initiative designed to demonstrate and validate, in a real-world environment, the capabilities of advanced surveillance systems and air traffic procedures associated with free flight.

WJHTC's participating aircraft, (l-r), Boeing 727 (N-40), Convair 580's (N-39 & N-49)

This collaboration between the FAA and CAA was supported by a Cooperative Research and Development Agreement prepared by AAR-400.

To get ready for the flight tests, Tech Center Communication/ Navigation/ Surveillance (CNS) Engineering and Test Division (ACT-300) project personnel worked long hours on short notices. The Surveillance Branch (ACT-310) developed a large screen Cockpit Display of Traffic Information (CDTI) display that was flown in the FAA's Boeing 727, and a laptop CDTI display that was flown in the Ohio University Piper Saratoga.

The Advanced CNS Technology Branch (ACT-350):

· Procured ADS-B systems including transponders and Link and Display Processor Units (LDPUs);

· Designed and built CDTI emulation units;

· Developed a Radio frequency (RF) Measurement Facility to continuously record RF signals with high speed digital video recorders;

· Enhanced the Data Acquisition and Transponder Analysis System to analyze and monitor RF environment during testing; and

· Constructed seven engineering racks, assembled and installed ADS-B system components on these racks, and bench tested each rack prior to aircraft installation.

The Aircraft/Avionics Branch (ACT-370) personnel installed the equipment racks on the three FAA aircraft, and tested the equipment for Electromagnetic Interference to ensure airworthiness. ACT-370 pilots developed the flight profiles and flew the aircraft with clockwork precision. Human Factors Branch personnel (ACT-530) supported the CDTI human factors analysis and development of air traffic controller questionnaires.

Project personnel from ACT-310, ACT-350, ACT-370 and ACT-530 all participated in OpEval Coordination Group meetings to plan and simulate test flight scenarios using the CDTI. The project personnel also conducted test flights over McLean, VA, and Syracuse, NY, to check out ADS-B ground stations built by Sensis, Lockheed Martin and MITRE.

Major news media, including CNN and ABC, *The New York Times* and *Aviation Week and Space Technology* provided TV and news coverage of the test.

ON THE JOB AT OSHKOSH

From left: Secretary of Transportation Rodney Slater, ACT-73's **Mike Roames** and **Sue Wall**, Administrator Garvey, and Representative Todd Tiahrt (R-KS).

FAA AIR SHUTTLE CARRIES 10,000TH PASSENGER

FAA's Air Shuttle Service between Washington's Reagan National Airport and the Tech Center recently hit a major milestone when it carried its 10,000th passenger. The lucky flyer was Robin Hausmann, a contractor with the System Resources Corporation at the Tech Center. In honor of her historic flight, Bruce Singer recently presented Robin with a certificate and a Tech Center tee shirt.

Frank Hines, Robin Hausmann, and Bruce Singer

The FAA Air Shuttle Service began service on May 13, 1997. Flying two roundtrips, three times a week, Ronson Aviation, headquartered in Trenton, NJ, gets FAA's passengers back and forth between Washington, DC, and Atlantic City in about 39 minutes on its 15-passenger Beech C-99 twin turboprop aircraft.

The plane departs the Tech Center for the Signature Terminal at Reagan National Airport at 7:30 a.m. and 3:30 p.m., Tuesday through Thursday. It leaves the Signature Terminal for the Tech Center at 8:30 a.m. and 4:30 p.m.

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NOTES FROM THE EDITOR

Believe it or not, this issue marks *Intercom's* 6 month anniversary of publication. Because of the help and support of ACT and AAR, the newsletter is becoming bigger and better. I want to thank everyone who has helped to get *Intercom* off the ground. The list of contributors at the end of each issue, does not adequately reflect the help I receive every month from the Tech Center community. This is truly a team effort.

This month I want to give special recognition to ACT-73, in particular, **Laurie Zaleski**, **Carol Martin**, and **David Hess**, as well as AAR-4's summer intern, **Erin Holloway**. This group of 4 skilled and exceptionally patient human beings have helped drag me (mostly kicking and screaming) into a new age of technology. With their help and support, this month, I began using the Quark Express software to produce *Intercom*, the industry standard for publications such as ours. Dave, Erin, Laurie, and Carol can firmly attest, it is hard to teach an old historian new tricks. For our readers and contributors, I beg your patience over the next few months as I try to become skilled in using the new program, I'm sure there will be glitches, and for those I apologize ahead of time.

WILLIAM J. HUGHES TECHNICAL CENTER

INTERCOM

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